

FLD 5600

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECRET

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COUNTRY Czechoslovakia

REPORT NO.

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SUBJECT Ceske Budejovice Airfield

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6 October 1953

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REQUIREMENT NO.

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PLACE ACQUIRED

REFERENCES

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1. The Ceske Budejovice Airfield was built for civilian use before World War II. During the war it was used by the German Luftwaffe, and after the war it remained under military administration but was used by the Czechoslovak Airlines. However, in 1950 all civilian traffic on the field was stopped and it became a fighter base of the Czechoslovak Air Force.
2. The field lies southwest of Ceske Budejovice, at a distance of about three kilometers from the suburb of Linecke. It is bounded in the north by the farmlands of the communities of Sindlovy Dvory and Litvinovice, in the east by the Ceske Budejovice-Ceske Krumlov highway, in the south by the farmlands of the community of Homole, and in the west by the second-class road between Homole and Mokre, which runs through a pine wood one-and-one-half kilometers beyond Homole.
3. The field lies 400 meters above sea level. The soil is sand and clay.
4. The field has one concrete runway, running northwest-southeast and approximately 30 meters wide. There are concrete taxiways 1,000 by 50 meters in size at both ends of the runway. They were built in 1952. They run into the road which runs along the circumference of the airfield.
5. On the southwest edge of the field are seven hangars, which were built during World War II. They are of concrete and iron construction, 60 by 20 by 8 meters in size.
6. There are also new hangars on the northwestern edge of the field, on the border of the woods. These are of modern construction, hidden by the woods, and cannot be detected from the air. They consist of 150 individual ferro-concrete underground compartments, each with gas, electricity and running water, as well as individual pipes for fuel. Each aircraft has its own compartment. There are also a special workshop, a transmission station (sic) and a storage area for fuel in this complex.

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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

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Legend:

1. Concrete runway.
2. Road.
3. Aprons.
4. 7 old hangars.
5. Grassy area of the airfield for piston-engine aircraft only.
6. Underground hangars.
7. Frame radar.
8. Forest, being cleared up.
9. New concrete runway.
10. New control tower.
11. Airfield barracks.

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7. Although this field is in operation, it is still under construction. Woods are still being cleared for its further expansion. In the summer of 1952 a new concrete runway was begun which intersects the old runway in the middle of the field at an angle of 90 degrees. It is to be 60 meters wide and from 800 to 1,000 meters long. Work is being done by Armastav, Ceske Budejovice, whose main office is opposite the Ceske Budejovice railroad station. About 250 men are working in two shifts. Stores of Armastav materials are at the northern tip of the field. The surface adjoining the new runway is very uneven and is being levelled by several bulldozers.
8. At the northernmost end of the airfield, about 30 meters from the road between Litvinovice and Kaliste, which runs through the woods, there is a radar set with a revolving frame. It was installed in autumn 1952 and is operated by a crew consisting of six men who at the same time guard the airfield.
9. The meteorological and W/T stations are in a control tower 30 meters high and having three stories which is situated about 20 meters from the old hangars. It is of ferro-concrete construction, with a base of 30 by 30 meters. It was built in 1952.
10. Around the concrete runway are neon lights which illuminate the whole field. Electricity is supplied by the Mydlovary power station. The lights are only switched on when aircraft are taking off or landing, that is, only for one or two minutes at a time.
11. During the day, the aircraft are mostly kept on the runway aprons. About 40 or 45 MIG-15's and eight high-wing MIG-15 fighters are usually parked here. During the night, the aircraft are kept in the underground hangars and only from four to six aircraft of the standby patrol remain on the runway. Flights of four aircraft take off from the field. When airborne, this formation splits into two groups of two aircraft to form a patrol. Aircraft never take off individually. They remain in the air approximately twenty to twenty-five minutes. Two aircraft always land together, that is, at intervals of one minute.
12. The airfield garrison, consisting of 300 men, is billeted on the field in 14 barracks of wooden construction, 10 by 60 meters in size, which are situated along the road from Linecke to Plana, on the western side of the road. Officers, mostly fliers, live in private quarters in town. The wooden barracks are for ground personnel only.
13. Flying personnel are chiefly lieutenants. The pilots of a typical flight of four aircraft are three lieutenants and one captain. Ground personnel include all ranks up to that of warrant officer.
14. This field is a fighter base of the Air Border Guard<sup>1</sup> and also a test field of the Czech Air Force. In 1953 a Soviet twin-engine jet fighter, the Lavochkin, with engines under the fuselage and compressors of radial type, was tested here.
15. These aircraft are also in use by the Czech Air Force.

25X1 [REDACTED] Comment. Possibly now incorporated into the Military Security Air Force.

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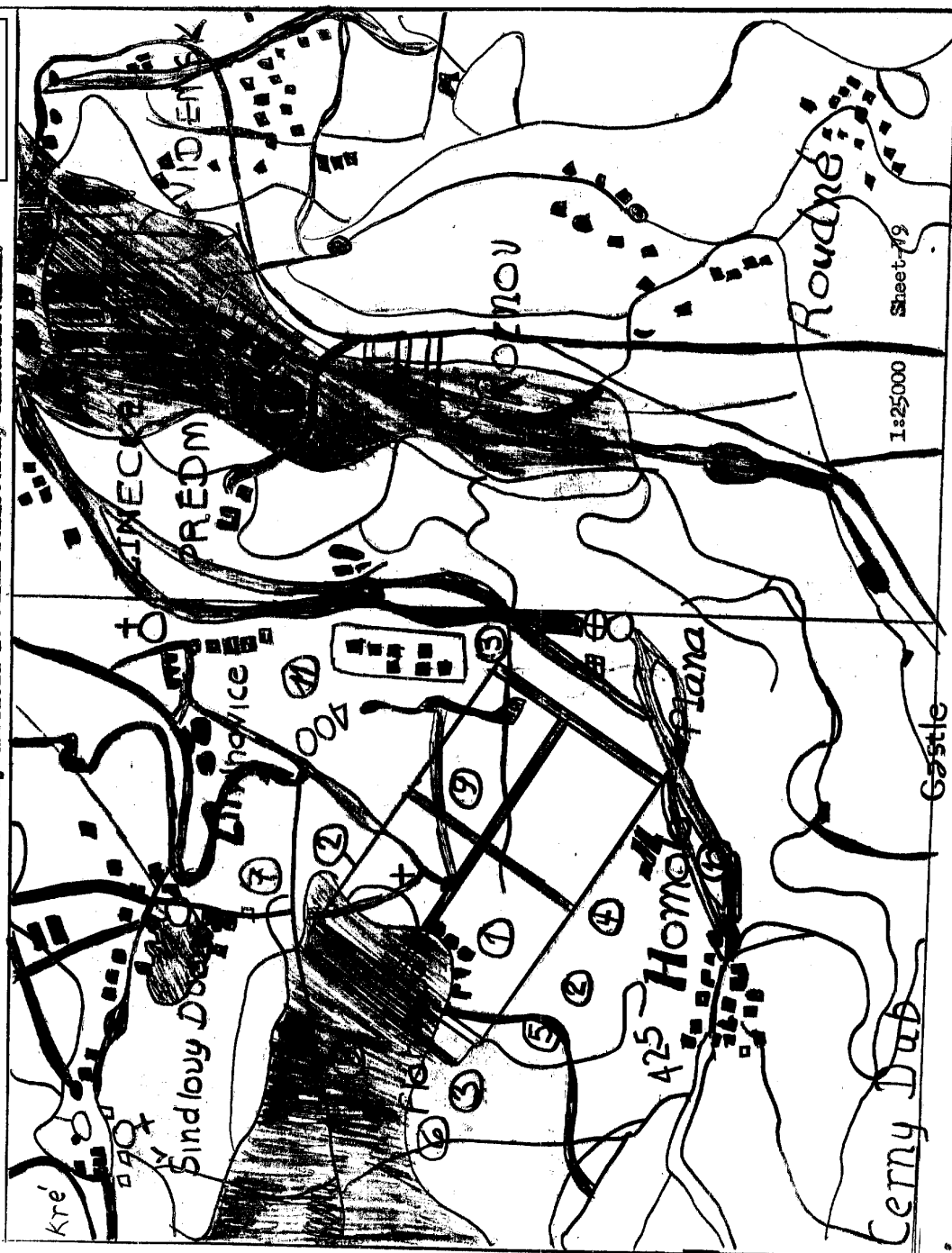
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Military airfield at CERNÉ BUDĚJOVICE, CZECHOSLOVAKIA.



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